

B1 relatively stiff. In such a portion, therefore, air between the tire and mold is liable to remain and as a result, bareness of rubber is liable to occur on the outer face of the finished tire.--

Please replace the paragraph beginning on page 1, line 14, with the following rewritten paragraph:

B2 --In order to cause escape of air between a tire and mold, conventionally vent holes are provided at corresponding portions of the mold. However, the portions in which vent holes are necessary vary depending on tire components such as a hard rubber bead apex, carcass ply turnup, reinforcing cord layer and the like. Therefore, if positional unevenness of the end or edge of such tire component is large, air cannot be fully removed. Further, a more important point is that the mold cost is very high. If the internal structure of the tire is changed for some reason and the position of the end or edge of a tire component is accordingly changed, it is necessary to remake the mold.--

Please replace the paragraph beginning on page 1, line 25 to line 8, page 2, with the following rewritten paragraph:

B3 --In Japanese patent No. 2872920, a radial tire is disclosed wherein as shown in Fig. 6, the convexly curved outer face of the tire sidewall portion SW is provided with a circumferentially extending groove G to prevent bareness of rubber. This groove G